

(4) Under paragraph (d)(3)(ii) and (iii), the time of test must be adjusted to accomplish the same number of vibration cycles as would be accomplished in 25 hours at the frequency specified in paragraph (d)(3)(i) of this section.

(5) During the test, the tank assembly must be rocked at the rate of 16 to 20 complete cycles per minute through an angle of 15 degrees on both sides of the horizontal (30 degrees total), about the most critical axis, for 25 hours. If motion about more than one axis is likely to be critical, the tank must be rocked about each critical axis for 12½ hours.

(Secs. 313(a), 601, and 603, 72 Stat. 752, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655 (c))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-13, 42 FR 15046, Mar. 17, 1977]

§ 29.967 Fuel tank installation.

(a) Each fuel tank must be supported so that tank loads are not concentrated on unsupported tank surfaces. In addition—

(1) There must be pads, if necessary, to prevent chafing between each tank and its supports;

(2) The padding must be non-absorbent or treated to prevent the absorption of fuel;

(3) If flexible tank liners are used, they must be supported so that they are not required to withstand fluid loads; and

(4) Each interior surface of tank compartments must be smooth and free of projections that could cause wear of the liner, unless—

(i) There are means for protection of the liner at those points; or

(ii) The construction of the liner itself provides such protection.

(b) Any spaces adjacent to tank surfaces must be adequately ventilated to avoid accumulation of fuel or fumes in those spaces due to minor leakage. If the tank is in a sealed compartment, ventilation may be limited to drain holes that prevent clogging and that prevent excessive pressure resulting from altitude changes. If flexible tank liners are installed, the venting arrangement for the spaces between the liner and its container must maintain the proper relationship to tank vent

pressures for any expected flight condition.

(c) The location of each tank must meet the requirements of § 29.1185(b) and (c).

(d) No rotorcraft skin immediately adjacent to a major air outlet from the engine compartment may act as the wall of an integral tank.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-26, 53 FR 34217, Sept. 2, 1988; Amdt. 29-35, 59 FR 50388, Oct. 3, 1994]

§ 29.969 Fuel tank expansion space.

Each fuel tank or each group of fuel tanks with interconnected vent systems must have an expansion space of not less than 2 percent of the combined tank capacity. It must be impossible to fill the fuel tank expansion space inadvertently with the rotorcraft in the normal ground attitude.

[Amdt. 29-26, 53 FR 34217, Sept. 2, 1988]

§ 29.971 Fuel tank sump.

(a) Each fuel tank must have a sump with a capacity of not less than the greater of—

(1) 0.10 per cent of the tank capacity; or

(2) ¼ gallon.

(b) The capacity prescribed in paragraph (a) of this section must be effective with the rotorcraft in any normal attitude, and must be located so that the sump contents cannot escape through the tank outlet opening.

(c) Each fuel tank must allow drainage of hazardous quantities of water from each part of the tank to the sump with the rotorcraft in any ground attitude to be expected in service.

(d) Each fuel tank sump must have a drain that allows complete drainage of the sump on the ground.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55473, Dec. 20, 1976; Amdt. 29-26, 53 FR 34217, Sept. 2, 1988]

§ 29.973 Fuel tank filler connection.

(a) Each fuel tank filler connection must prevent the entrance of fuel into any part of the rotorcraft other than the tank itself during normal operations and must be crash resistant during a survivable impact in accordance with § 29.952(c). In addition—